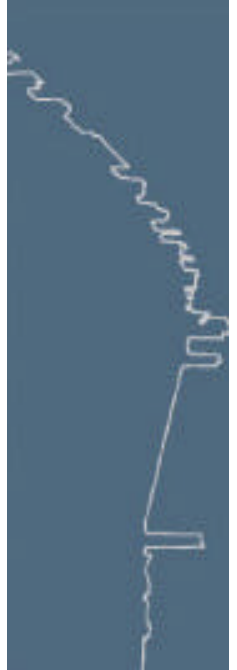


Seattle's Central Waterfront Plan Charrette 2004



Department of Planning and Development
City of Seattle, Greg Nickels, Mayor



Makers and Friends



To create or improve connections,
the environment and economic
opportunity

TEAM 7

Team Narrative

Team 7: Makers and Friends

Seeking to create or improve connections, the environment and economic opportunity, Team Makers + Friends endeavored to integrate the edge, extending the city to the water. Inspired to focus investment, create activity nodes and generate tax revenues, the team created development opportunities along Alaska Way, down a retail promenade connector near Pike Place Market and at a rebuilt ferry terminal. They saw Seattle's waterfront as an urban shoreline rehabilitation experiment, able to respond to and evolve along with changing science.

Creating a fun and effective presentation tool, a comic book explains MAKERS + Friends integration of economic redevelopment, shoreline restoration, and urban design principles. Among other amenities, Team 7's plans call for eco-friendly beaches, new building opportunities, and the expansion of shopping and recreation, as well as entertainment and industry along Elliott Bay.

Eschewing the available viaduct replacement options, this team developed an innovative solution to improve construction phasing and ramp alignment by placing the northbound tunnel under Western. They also created attractive development sites by tunneling the southbound lanes between Pike Market and Battery Street. Inspired by the hill towns of Italy, a retail promenade provides a powerful connector near Pike Place Market to the central waterfront.

Team Participants

Team 7: Makers and Friends

Junko Anazawa

Eric Anderson

Julie Bassuk

Jessica Clarke

Tom Eanes

Janis Ford

Kurtis Gahnberg

Melissa Guilbeau

Gerald Hansmire

Thanasorn Kamolratanayothin

Nicole Larsen

B.J. Montoya

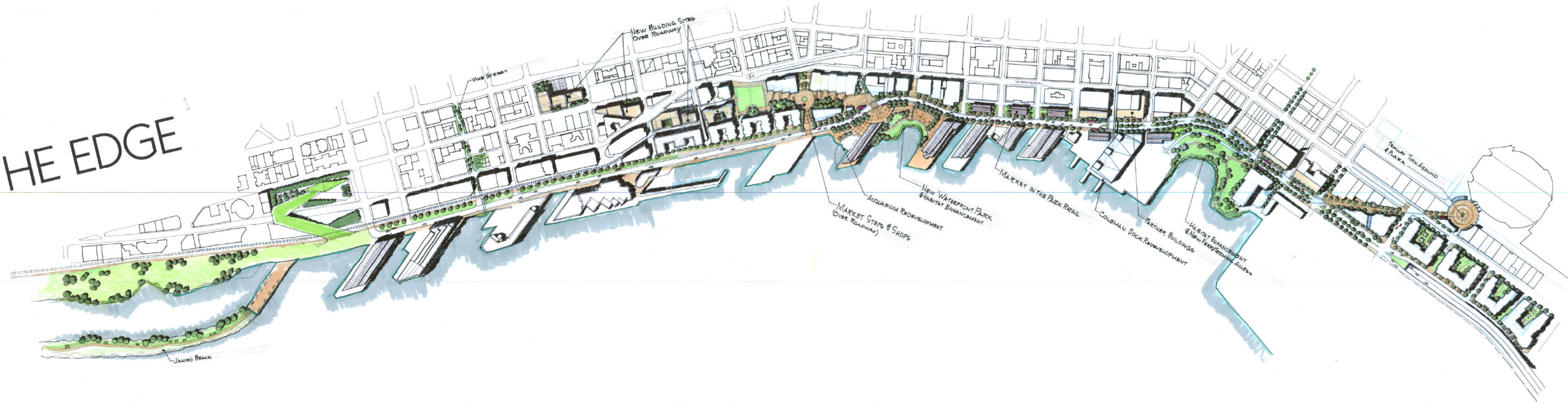
Ken Olsen

John Owen

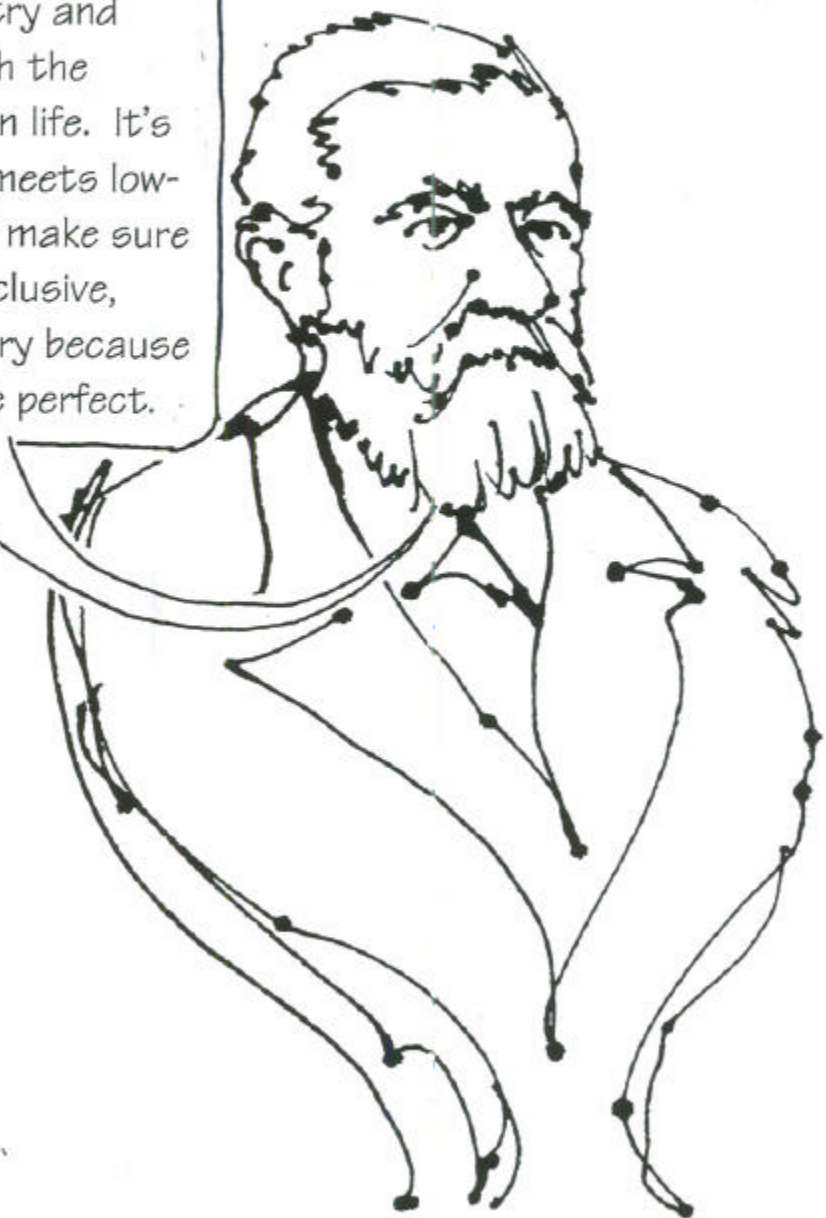
Pietro Potesta

Steven Stanley

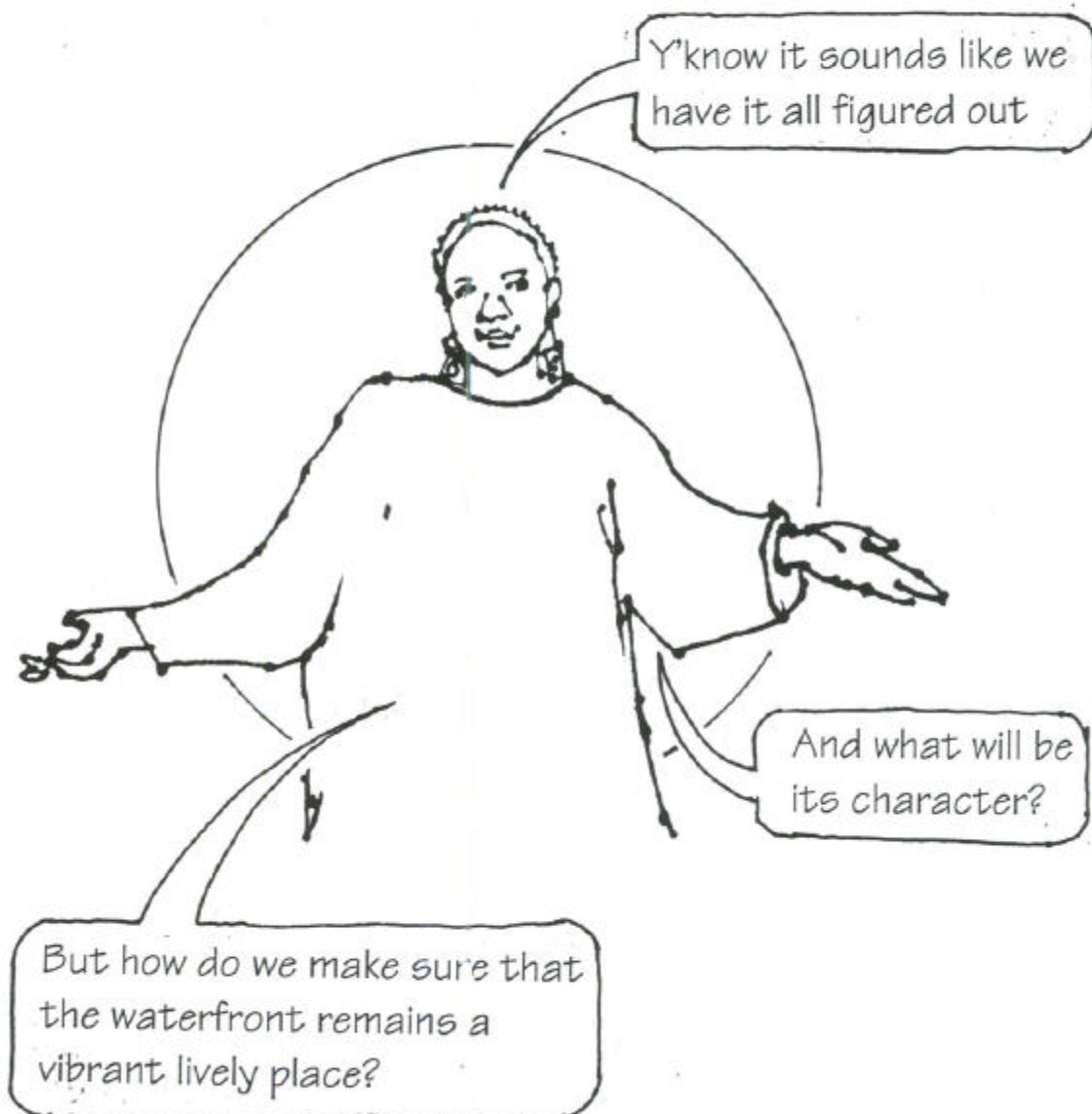
THE EDGE



And another thing; your drawings are beautiful, but don't try to make the waterfront too pretty. Seattle's waterfront has always combined heavy industry and robust engineering with the messy drama of human life. It's a place where highlife meets low-life. So lighten up and make sure that your plans are inclusive, flexible, and evolutionary because you know they won't be perfect.



And so they developed a phasing and implementation strategy.
But still, the more the planning team thought about it, the more something
seemed to be missing



And, as they thought about it, they started to identify some things that they could do in the near term.

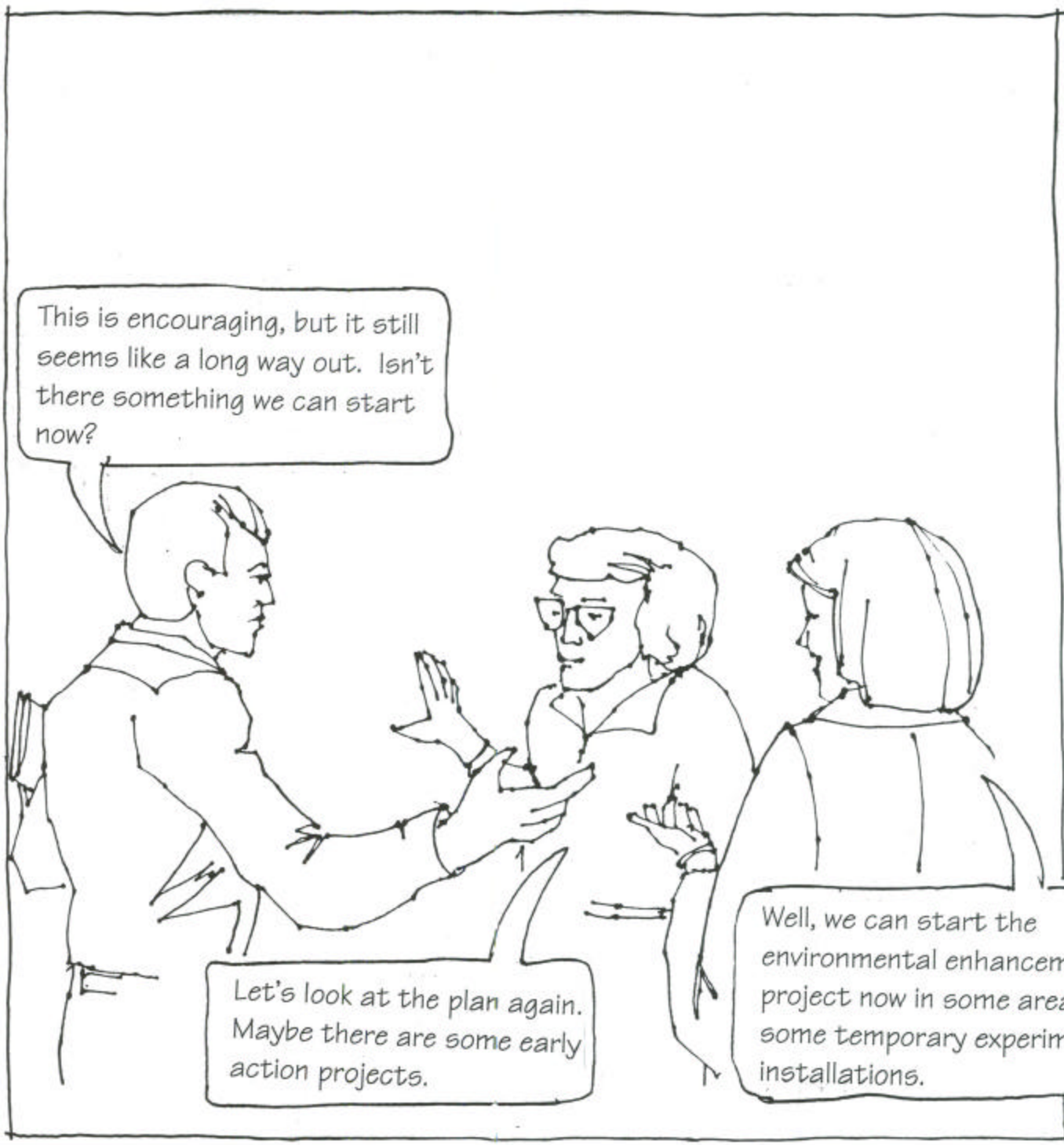
You know, the State is planning ferry terminal improvements. Let's get them to add a large development along with it. It will produce a focus and it's got to be in their interest.

MED USE
SPACE FOR FERRY

Yeah, just think how many Bainbridge Island lawyers you could accommodate there.

I don't want to think about it.

ALAN



This is encouraging, but it still seems like a long way out. Isn't there something we can start now?

Let's look at the plan again. Maybe there are some early action projects.

Well, we can start the environmental enhancement project now in some areas with some temporary experimental installations.

And put all the found public land value toward the project cost. Yes, it's just pennies on the dollar, but these contributions ought to earn us TOP PRIORITY on the State's list of mega-projects.



And, you know, there is a lot of pre-development work that we can start. Hey, what about a Public Development Authority?

This project won't happen unless we act as if it's going to!!!

We need to get organized.
Huddle up!

Y'know, I still think this will cost
too much.



Oh, crap! If this region can
subsidize Boeing for God knows
how much, it can fund a project
that will foster thousands of
jobs, keep a transportation hub
open, and further sound growth
management.

What we need is to get all
parties involved. First, the city:
Pass a bond issue to pay for all
the ancillary open space, public
facilities, and surface road
reconstruction.

And some property owners are
going to get a serious windfall.
Let's assess them just a
fraction of that. Can you dig it,
an L.I.D.*

But now the team was stymied.
How could they get things moving?

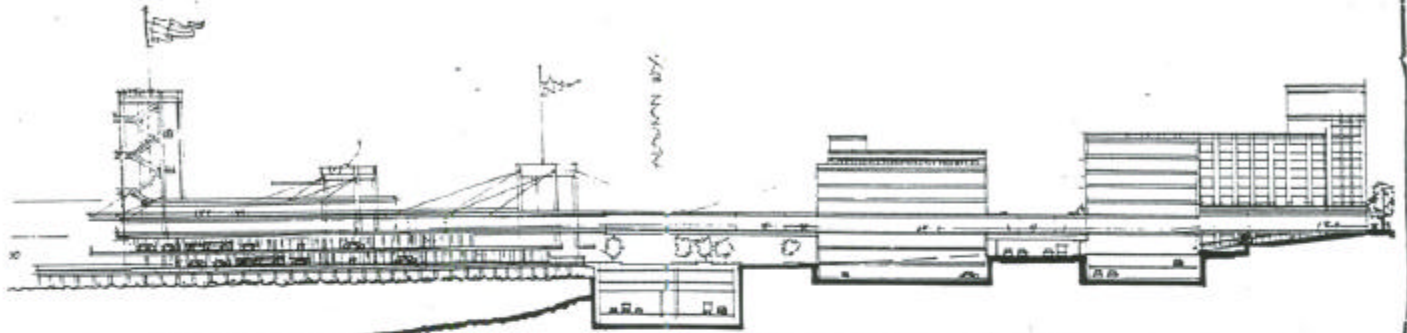
So now we have this great plan,
what do we do?

Yeah. Any way we cut it, the
Viaduct undergrounding is
years—if not decades—away.

Maybe, maybe not; let's think
this through. Maybe we can
speed it up. There are some
parts of the plan we can do
before then.



And by orienting the new ferry terminal walk and development at the 1st Ave. elevation they were able to extend the Downtown out to the shoreline and create a visual focus from the water.



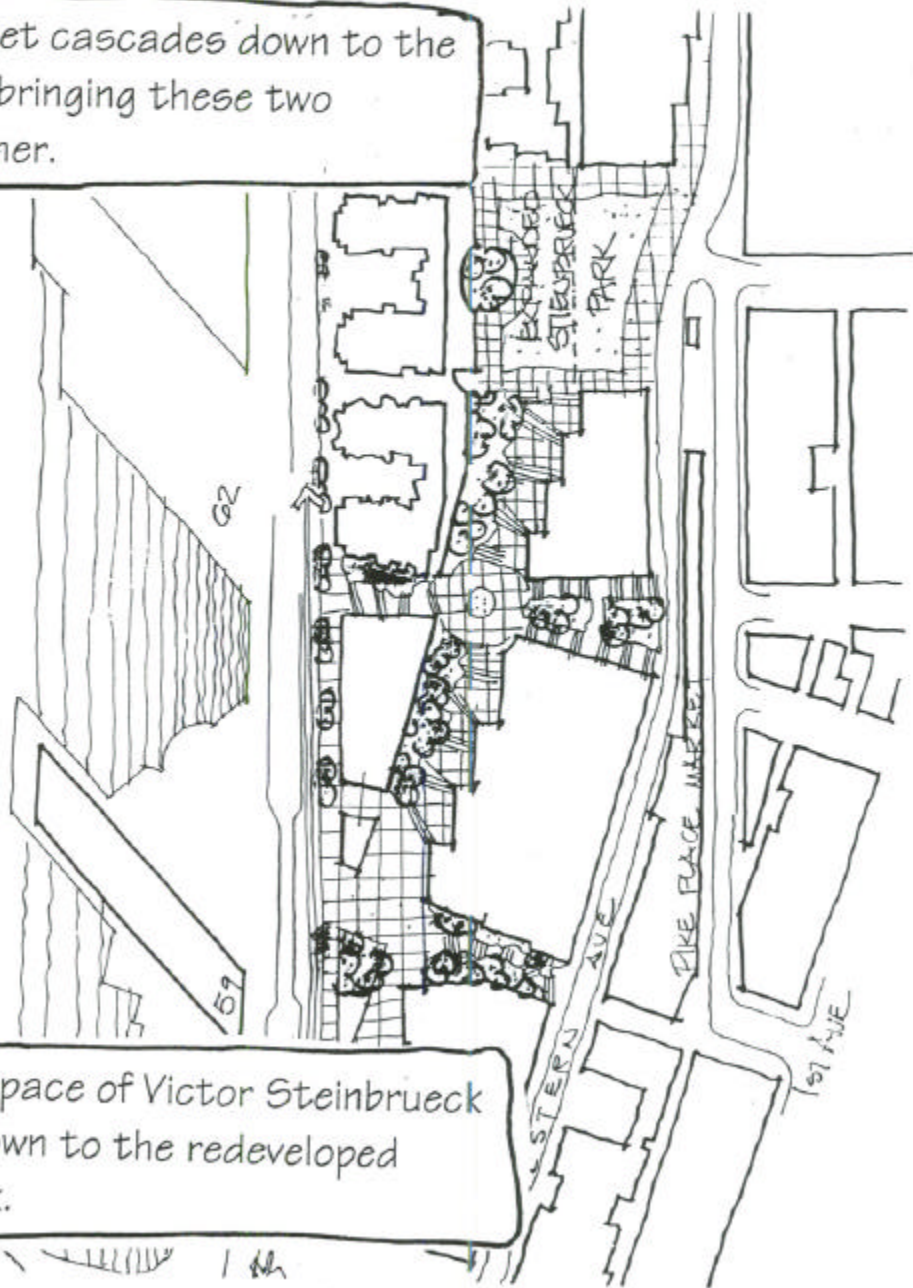
And look how the Marion Street connection brings the city to the shoreline by extending the First Avenue grade to the water. It creates a real focal point at the top of the ferry terminal, just like the old Colman Dock. Can you imagine what those offices would rent for?



With the big ideas in place, they began to flesh out the key details. The new highway ramp configuration allowed them to link the Market to the Waterfront in a grand gesture.

Look how the Market cascades down to the waterfront, finally bringing these two attractions together.

And the green space of Victor Steinbrueck Park extends down to the redeveloped Waterfront Park.



Even with the tunnel configuration, the ramps cut off a lot of downtown.

Yeah, and I still think construction sequencing will be a problem.

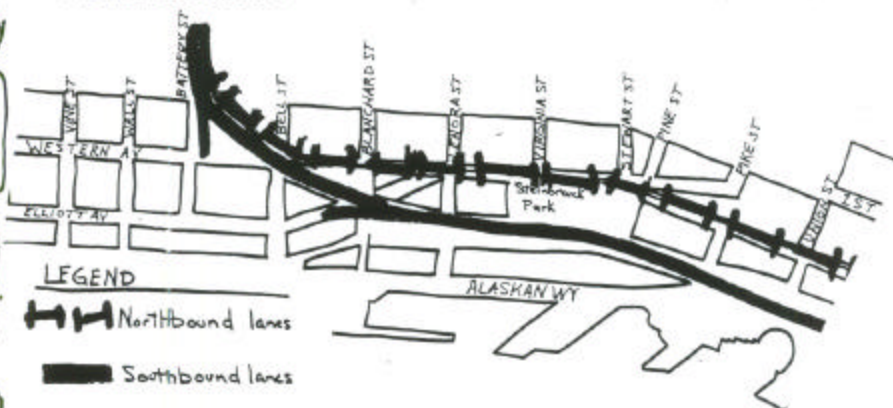
Hey! Why not put part of the tunnel under Western Avenue?

This would make phasing easier because the northbound tunnel can be built at the same time as the southbound.

It looks like the grades will work, and the transition is better into Battery.

Let's check it out with the engineers.

During one of the charrettes, participants came up with some new ideas that made the ramp/tunnel transition work better . . .



Phase	Action	Traffic arrangement	Time
1	<ul style="list-style-type: none"> Replace seawall Build Southbound Tunnel from Pike to S. Dearborn 	<ul style="list-style-type: none"> Current SR 99 viaduct is fully functional Reroute Alaskan traffic 	long
2	<ul style="list-style-type: none"> Out & cover Northbound Tunnel (under Western) from S. Washington St to Blanchard 	<ul style="list-style-type: none"> Current SR 99 viaduct is fully functional Restore Alaskan surface traffic Western Ave Traffic is interrupted 	Long
3	<ul style="list-style-type: none"> Build new viaduct from Seabird Stadium to Atlantic Connect Southbound tunnel to the new viaduct (S end) and to the onramp at Alaskan (N end) 	<ul style="list-style-type: none"> Current SR 99 viaduct is fully functional Alaskan traffic is working properly Western Ave traffic is partially restored (no thru traffic) 	Medium
4	<ul style="list-style-type: none"> Dismantle viaduct from Battery tunnel to Pike St. Extend Northbound Tunnel from Blanchard to Battery Extend Northbound tunnel from S. Washington St to Alaskan way and connect it to new viaduct 	<ul style="list-style-type: none"> Southbound SR 99 rerouted through Alaskan way onramp to new tunnel Northbound SR 99 rerouted on Alaskan Way 	Short
5	<ul style="list-style-type: none"> Build new Southbound tunnel/viaduct from Battery to Pike Continue dismantling old viaduct 	<ul style="list-style-type: none"> Northbound SR 99 is open Southbound SR 99 open only from Alaskan onramp south 	Medium
6		<ul style="list-style-type: none"> Southbound SR 99 is open 	

The transportation planners weighed in...

This is exciting! We have a plan for creating a new, exciting place along the water's edge. Even better, the phased approach gives us a real chance to make it happen!

THE ALASKA WAY CORRIDOR
ACCOMMODATES:



But, will it work? I mean, what about traffic? There are so many competing needs—through traffic, local traffic, access, pedestrians, streetcars, bikes—the list goes on and on.

- ~ Local Traffic
- ~ People
- ~ Bikers
- ~ A new modern Streetcar
- ~ Trucks
- ~ Walkers
- ~ Shoppers
- ~ ...

You are exactly right. It's not enough to create a cool place... it has to work.

Our vision not only respects the need to accommodate these important transportation considerations, we actually improve or enhance many of them!

That's it! We'll think of the waterfront as one big experiment! We'll try a number of new ideas and carefully monitor the results.

After a while, we'll know what works, and we can apply it to other cities as well. Our efforts will be useful to others and easier to fund.

And it's not just salmon, y'know. All us aquatic critters depend on the shoreline environment

We can build on the **Puget Sound Nearshore Project's** principles and combine efforts by People for Puget Sound, the Aquarium, Dept of Ecology Puget Sound Action Team, DNR and others



Urban Shoreline Restoration Program

Objectives and Benchmarks

- _____
- _____
- _____

Current Conditions

- _____
- _____
- _____
- _____
- _____



Possible Measures

- 1) _____
- 2) _____
- 3) _____

Monitoring Protocols

- _____
- _____

The steep gradient and hardened shoreline make it hard for us to produce the shallow water, hiding places, and overhanging vegetation that young salmon need in their migration up the shoreline.

But, look, people are coming up with all kinds of new ideas. We need to experiment more.

Bio-refuge habitat for outmigrating smolts OUTER CORRIDOR At the end of piers.

Insect attracting
native plants

Shallow water
refugia

PLANTER BOX
FOR INSECT
PRODUCING PLANTS
(SALMON SMOLT FOOD)

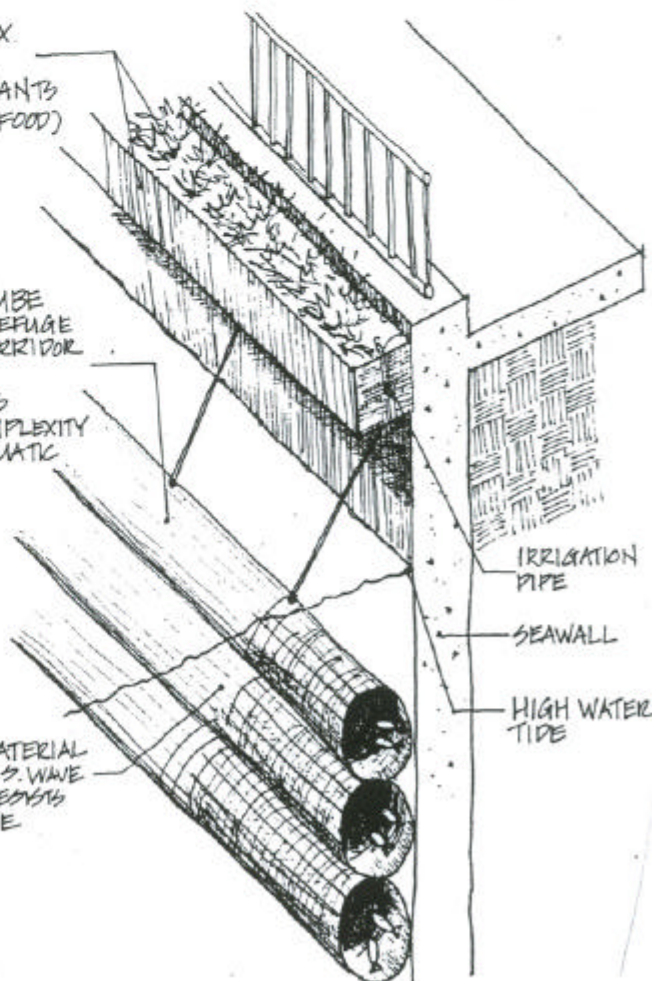
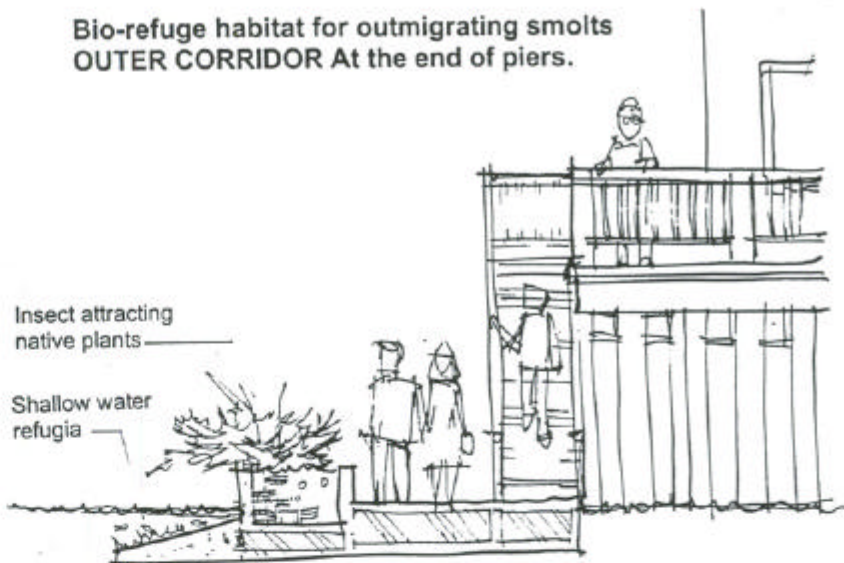
WIRE MESH TUBE
TO PROVIDE REFUGE
MIGRATION CORRIDOR
FOR SMOLTS.
ALSO SERVE AS
SHORELINE COMPLEXITY
FOR OTHER AQUATIC
LIFE

FLEXIBLE MATERIAL
ACCOMMODATES WAVE
ACTION AND RESISTS
DEBRIS DAMAGE

IRRIGATION
PIPE

SEAWALL

HIGH WATER
TIDE

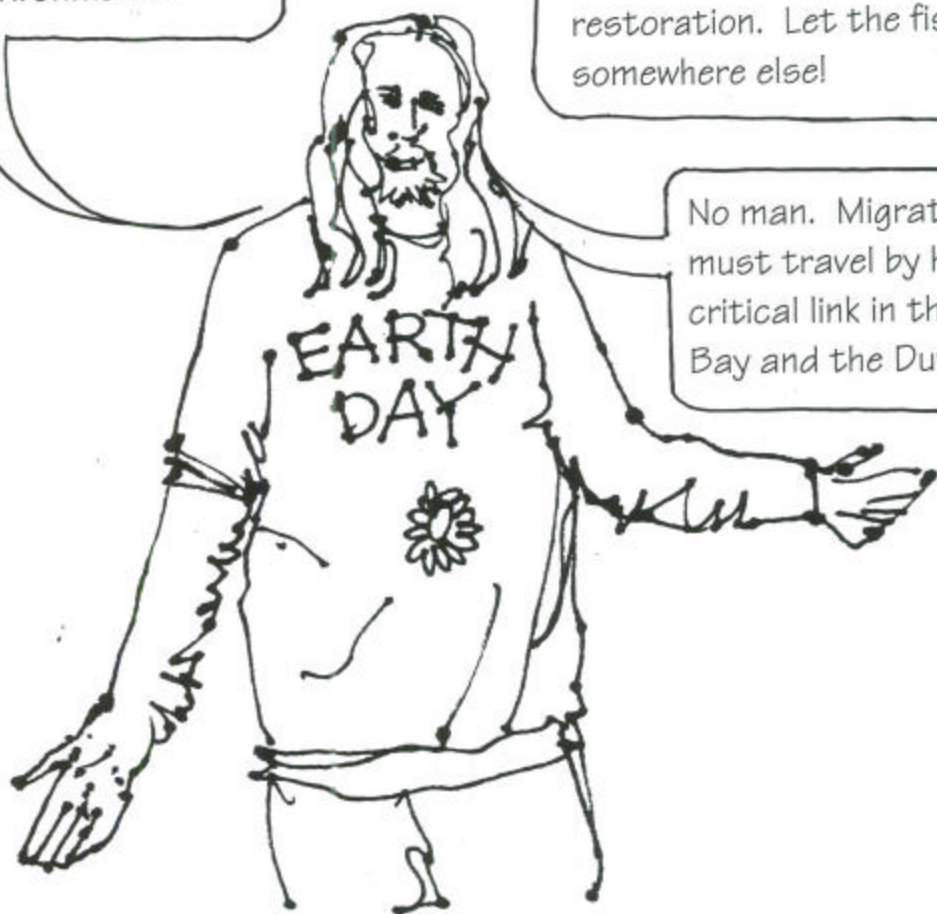


Doods -

That's great for jobs but what about the environment?

Aw. The waterfront is already trashed beyond hope. The water's too deep for much restoration. Let the fish swim somewhere else!

No man. Migrating baby salmon must travel by here. It's a critical link in the health of Elliot Bay and the Duwamish Estuary.



It turns out that Benny Beancounter, the economist, and Biff Hardhands, the trucker, were discussing what to do with Pier 46. Those two usually can't agree on anything.

But one thing they could agree on is . . .

... the industrial harbor provides 30,000 jobs and is an integral part of the State's economy. Our region has a limited supply of deep-water industrial shoreline. It is essential that we keep it.

Ballet

Baseball

Leontine Price

Willie Nelson

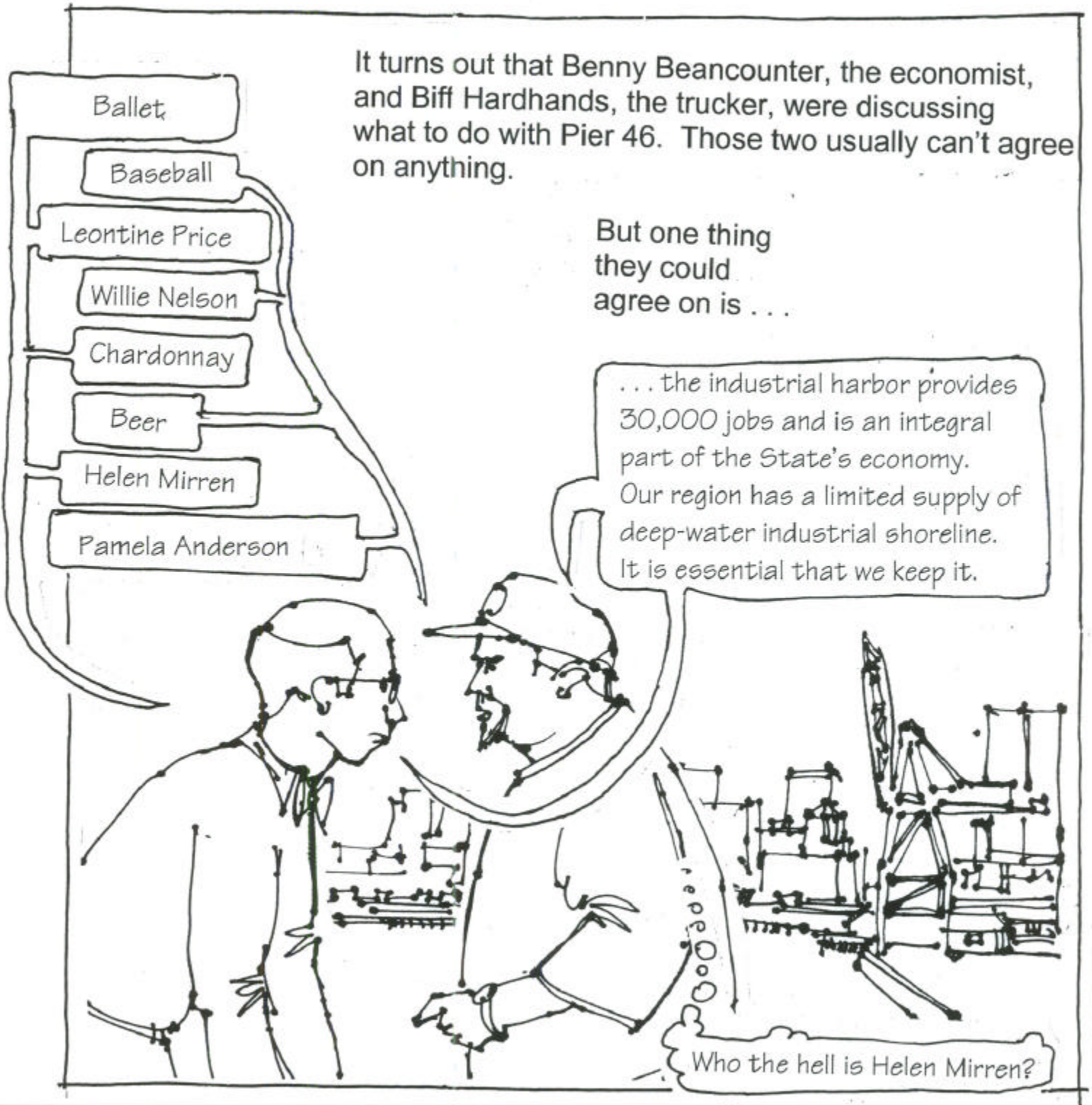
Chardonnay

Beer

Helen Mirren

Pamela Anderson

Who the hell is Helen Mirren?



RETAIL & MARKET

COURT

ALASKA WAY

SCIENCE

YAY S

Look, the connection downtown Marion Yesler focus



This gives us some good opportunities for green space linked back to the City Center network.

WHAT ABOUT PIER 46??

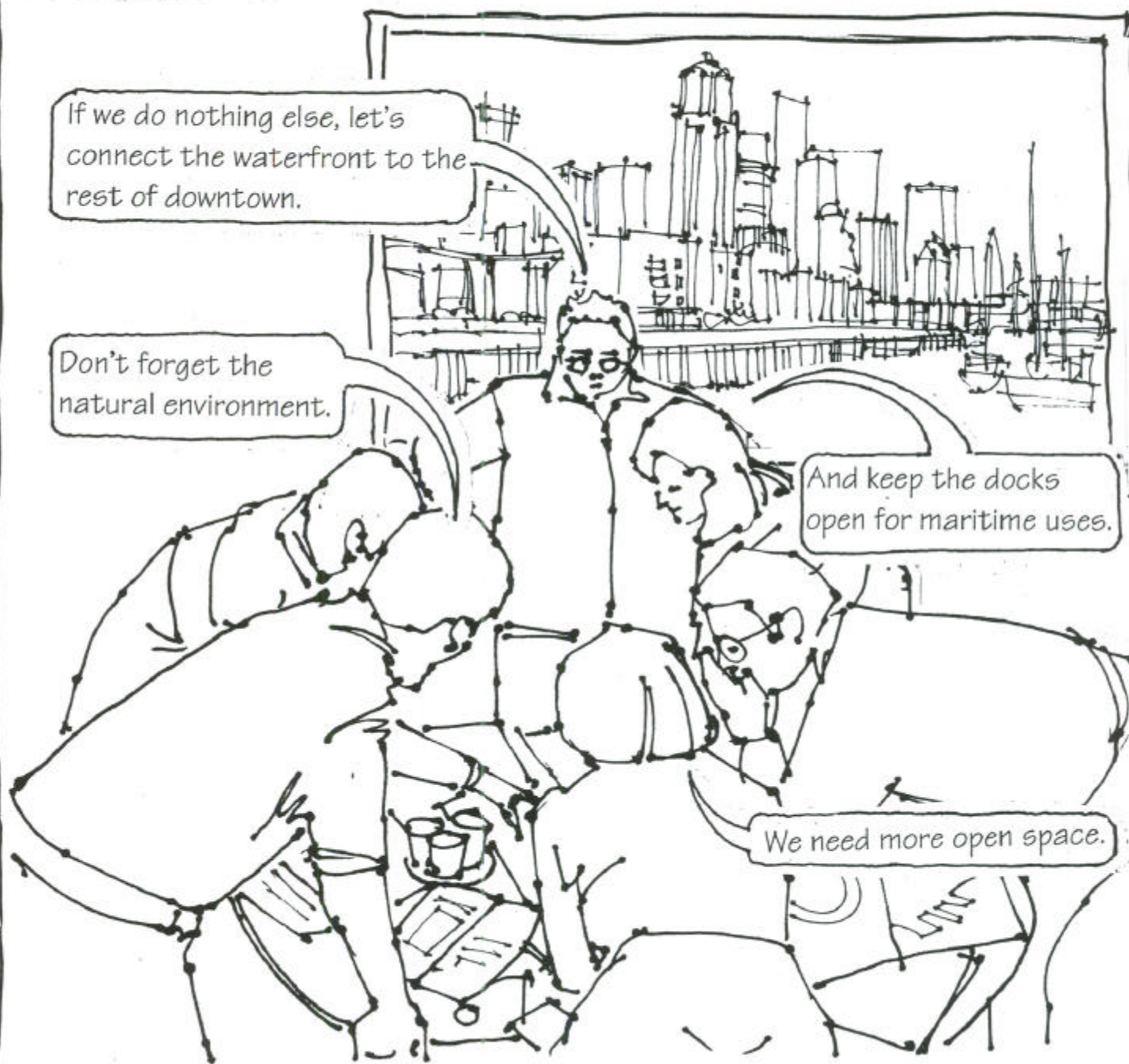
Meanwhile, citizens were developing ideas of their own at forums and charrettes.

If we do nothing else, let's connect the waterfront to the rest of downtown.

Don't forget the natural environment.

And keep the docks open for maritime uses.

We need more open space.



We could recoup some of the cost by developing the land we gain. More importantly, we could demonstrate the project's economic value to the region!

You know, more active development would fit into the Mayor's downtown initiative and support regional GMA objectives.

At the same time, we could build one of the nation's most unique neighborhoods.



Yeah, I've heard estimates that the land would be worth \$300-\$400 million and generate about \$10 million /year in taxes

Really a bummer...

We need to reduce net project costs AND demonstrate its importance to the state's economy.

Yeah. Just think if we should lose our highway, ferry, and freight corridors. It would paralyze the economy. Not to mention the opportunities to develop the urban attractions that benefit the whole region.

Hey! What if we thought of this NOT as a transportation and engineering proposal, but as a REDEVELOPMENT project?



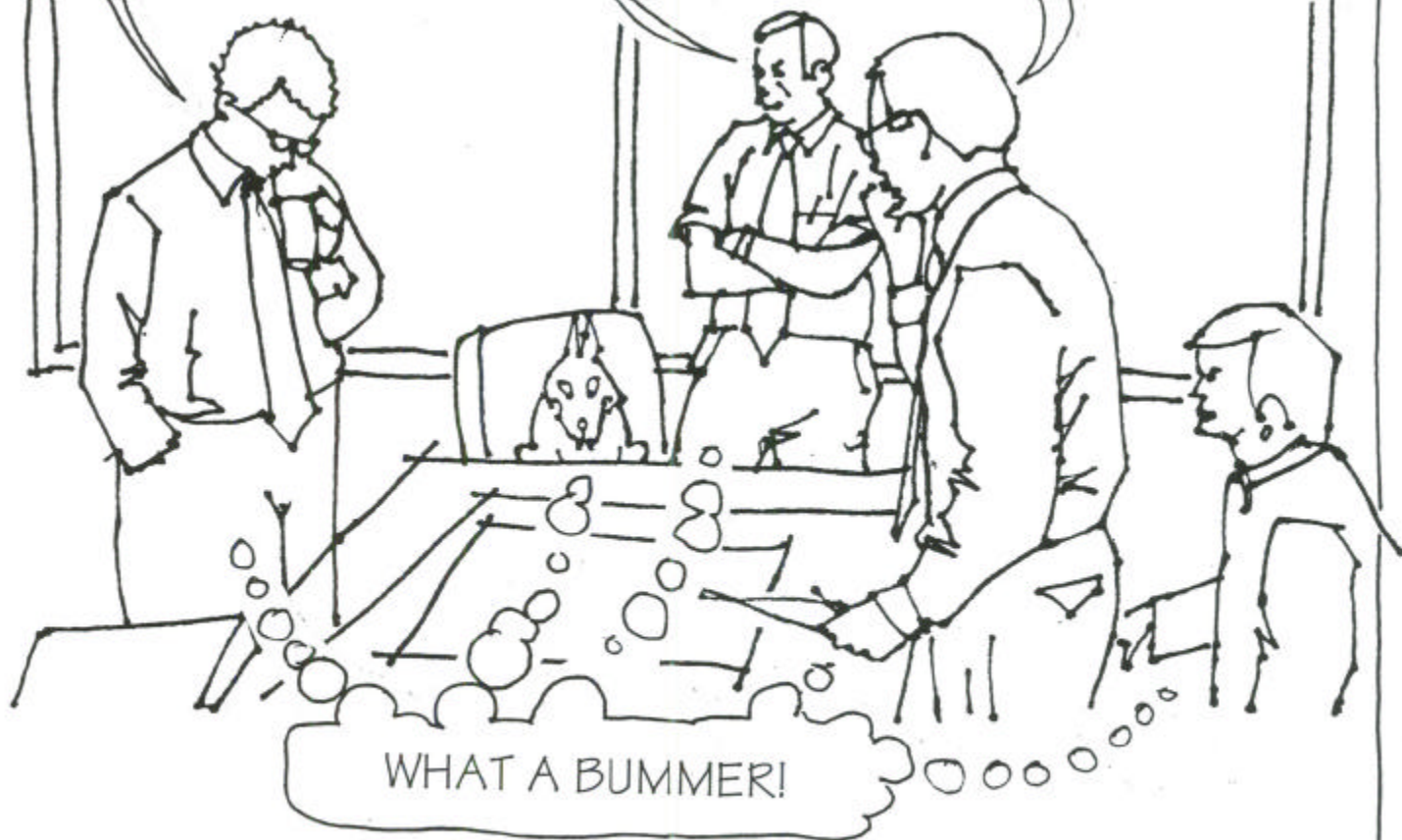
Civic leaders at city, regional, and state levels were asking themselves the same question:

Where are we gonna get the money to reinforce the existing Viaduct, let alone build a tunnel?

Yeah, our region has so many needs, how do we convince everyone that this project should be top priority?

And any redevelopment we plan is stymied until we can determine what to do with the 99 corridor.

WHAT A BUMMER!

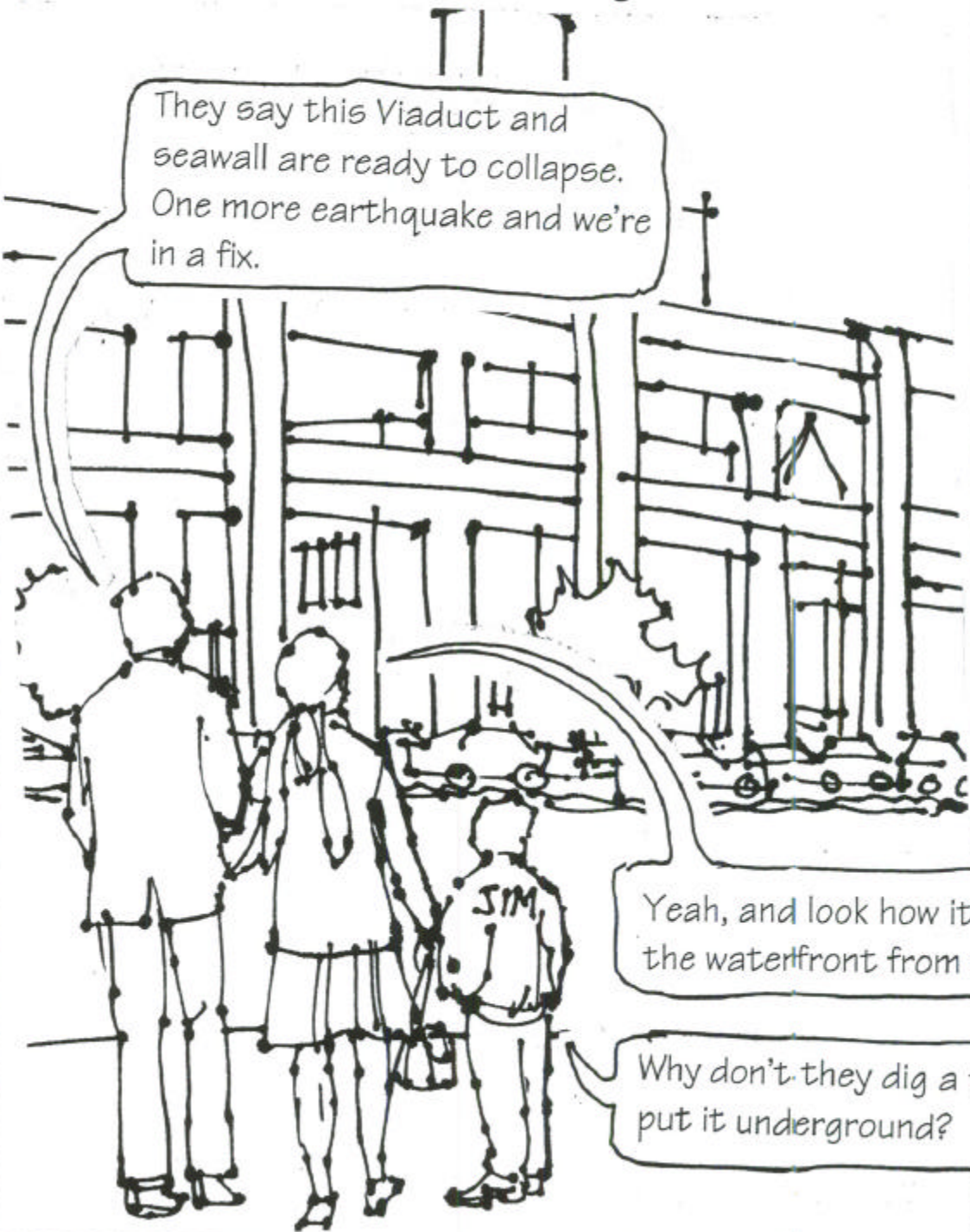




March 2004. Any visitor could see that Seattle's waterfront was not living up to its potential and that serious problems were looming.

They say this Viaduct and seawall are ready to collapse. One more earthquake and we're in a fix.

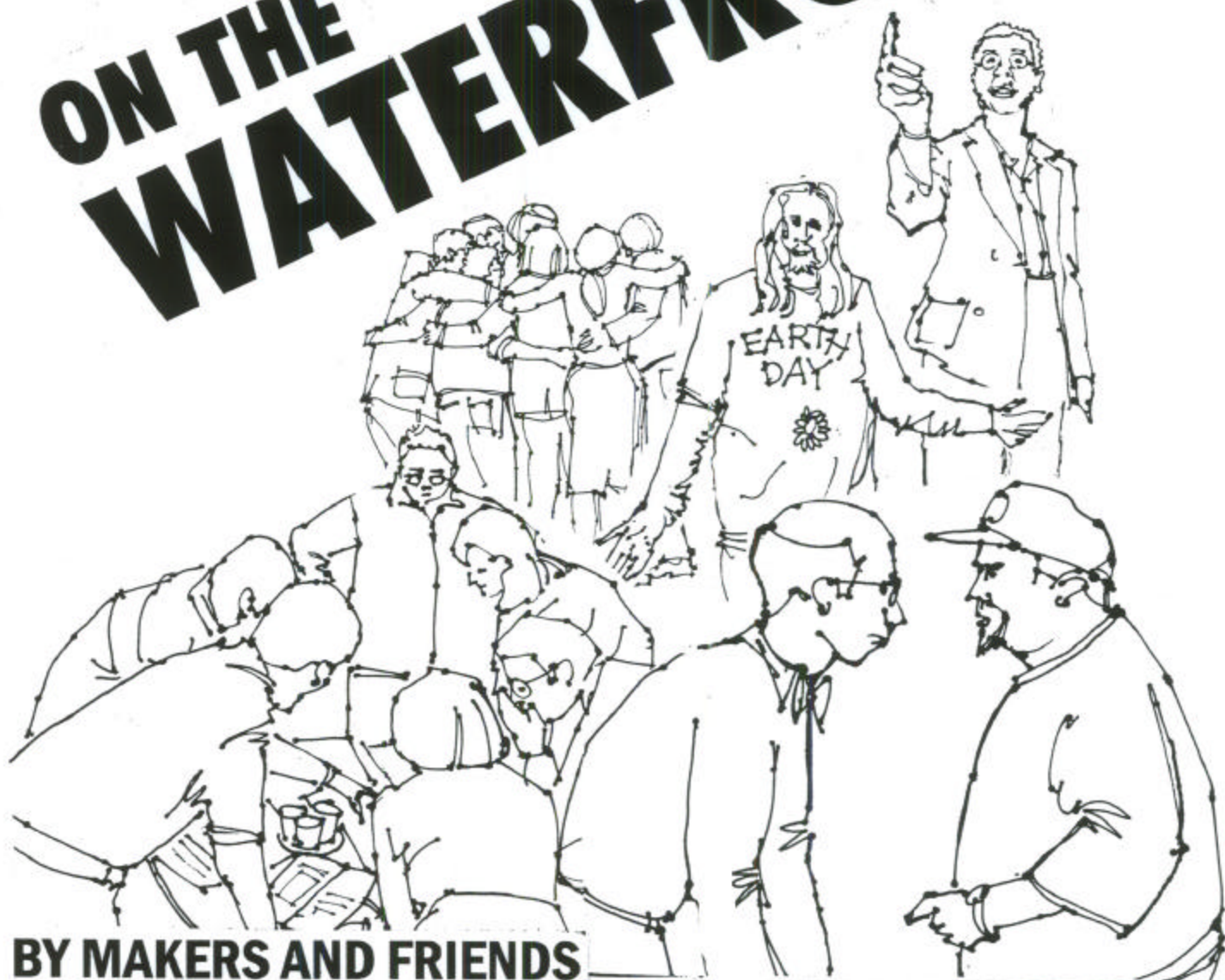
Yeah, and look how it cuts off the waterfront from downtown.

Why don't they dig a tunnel and put it underground?


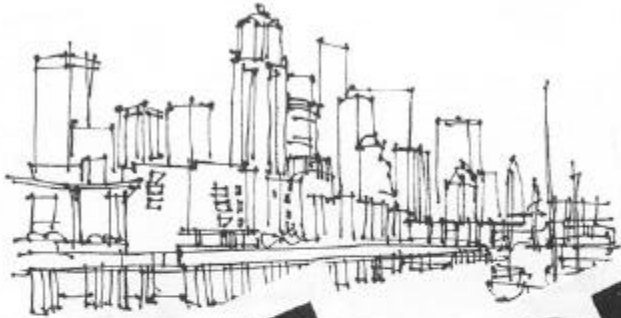




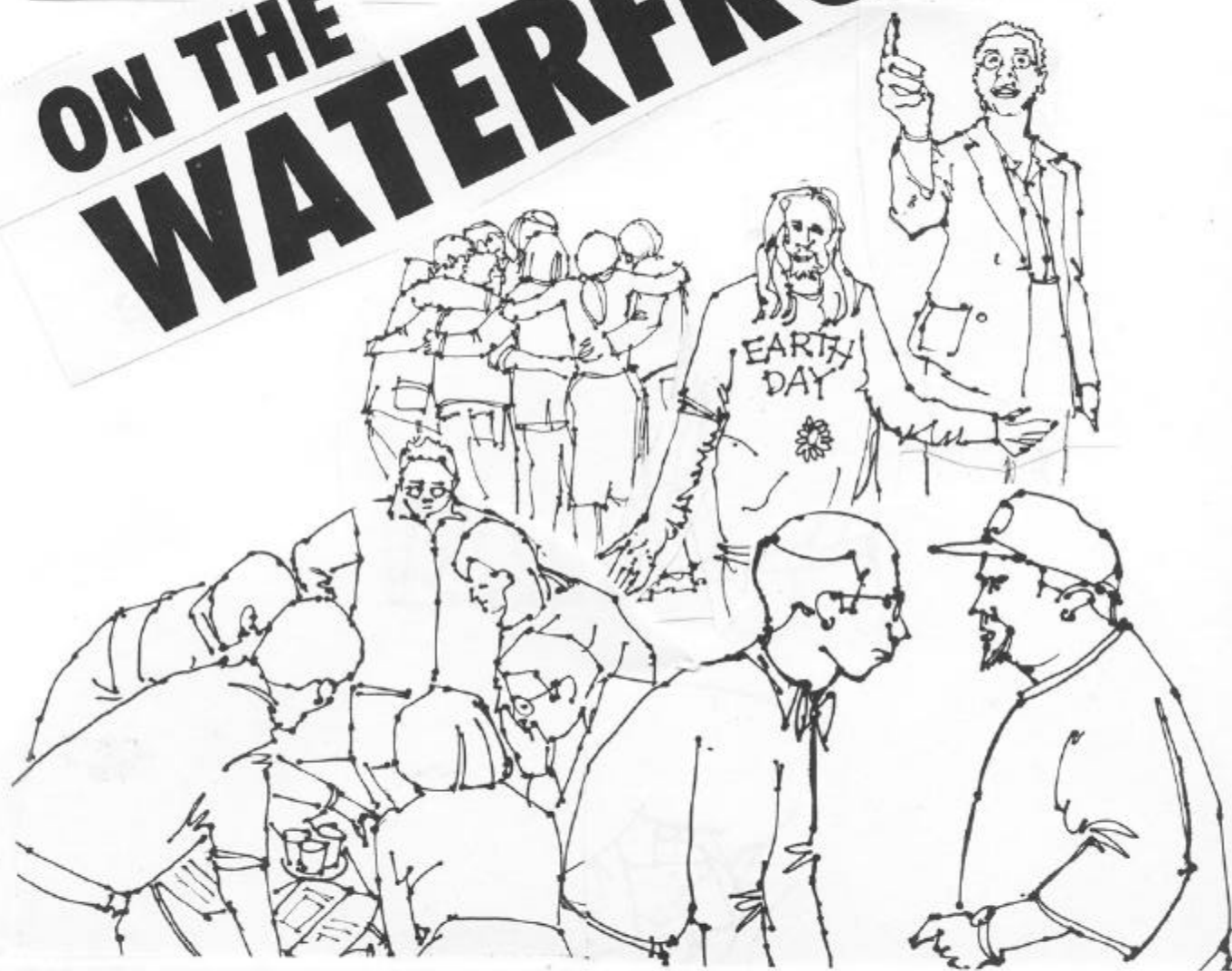
ON THE WATERFRONT



BY MAKERS AND FRIENDS



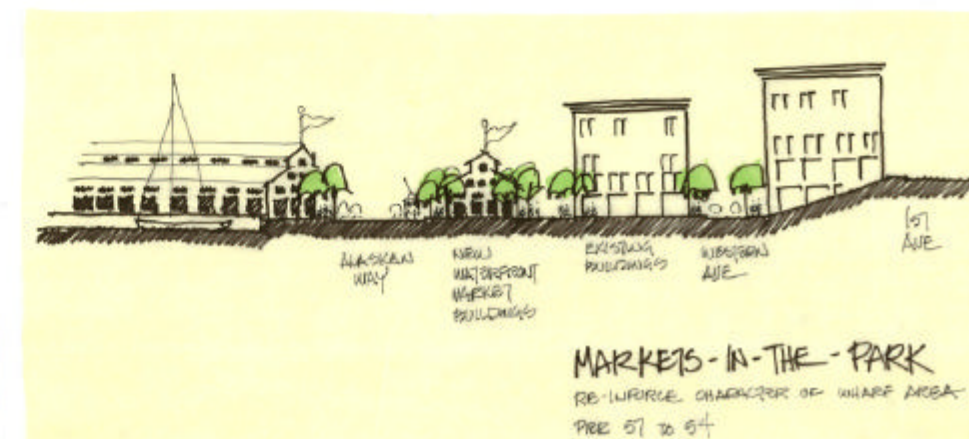
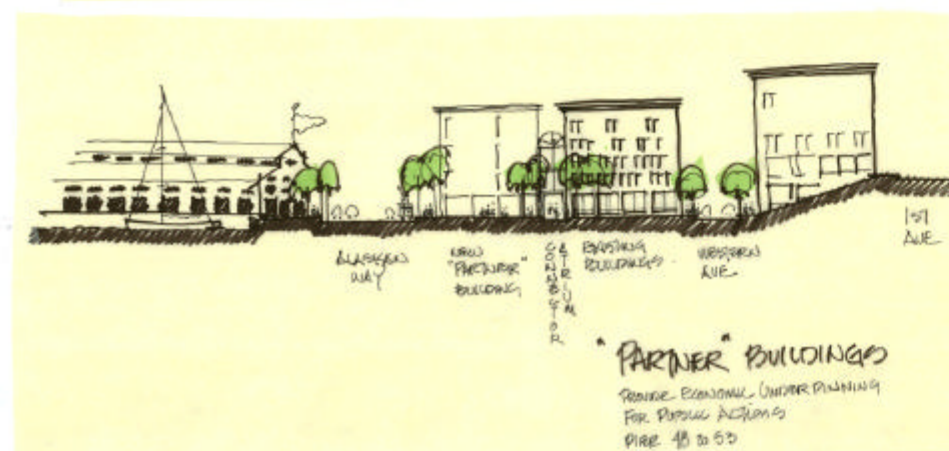
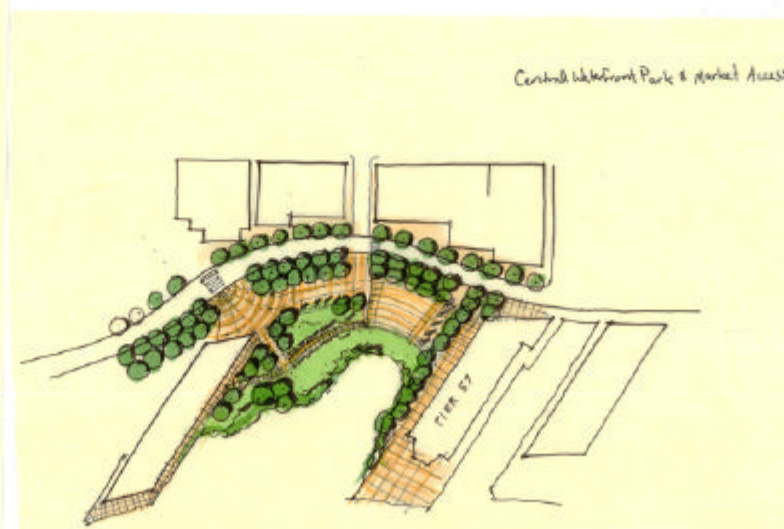
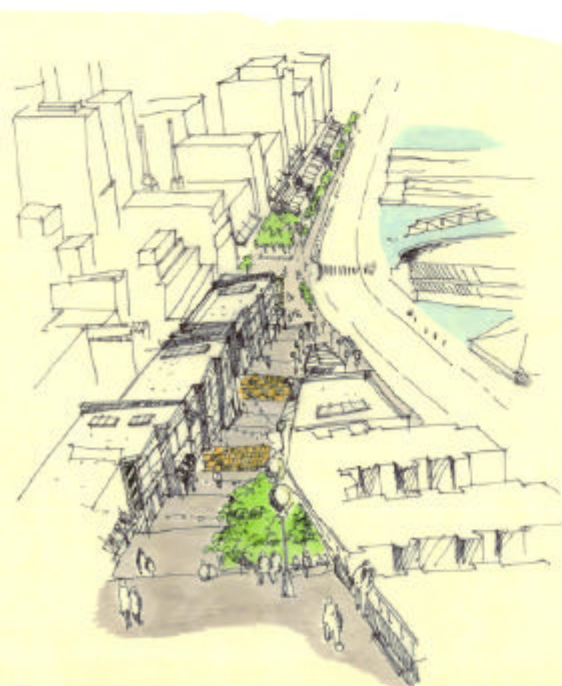
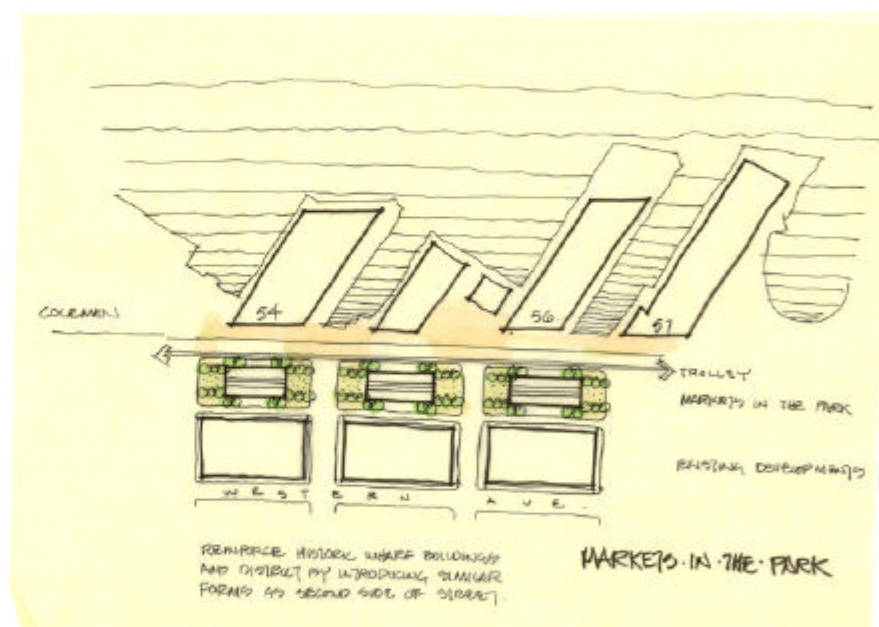
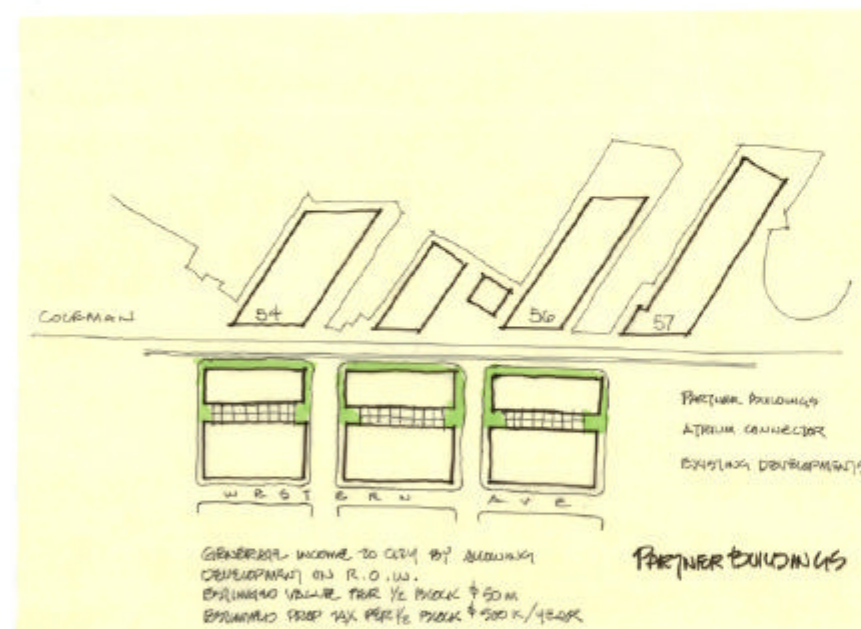
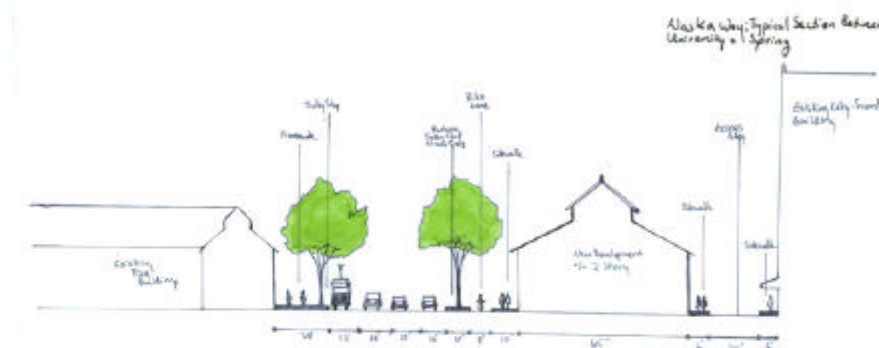
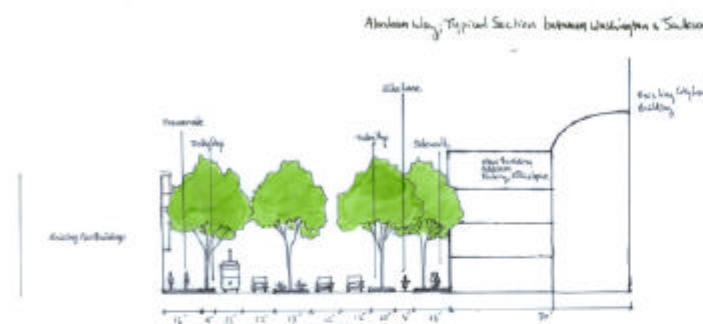
ON THE WATERFRONT



**READ THE INSPIRING STORY OF HOW A NORTHWEST CITY
REVITALIZED ITS SHORELINE AND FOUND ITS SOUL AS WELL
BY MAKERS AND FRIENDS***

Bring The City To The Water

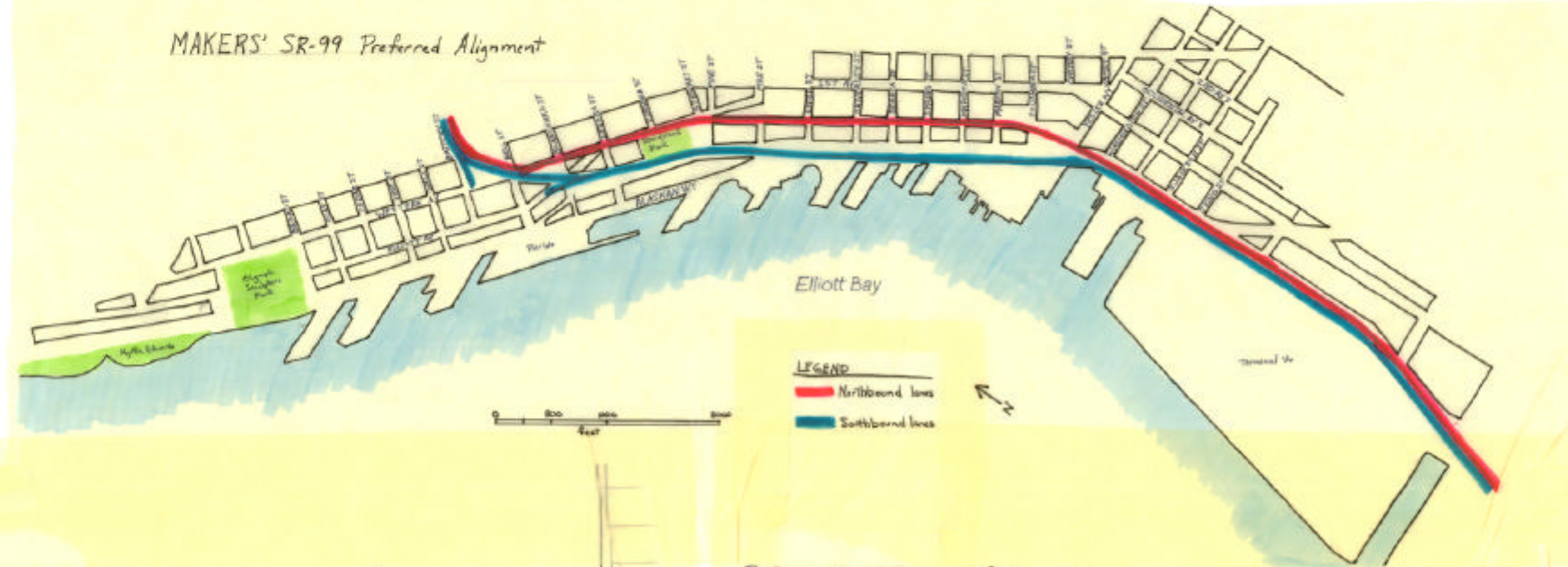
On the Street



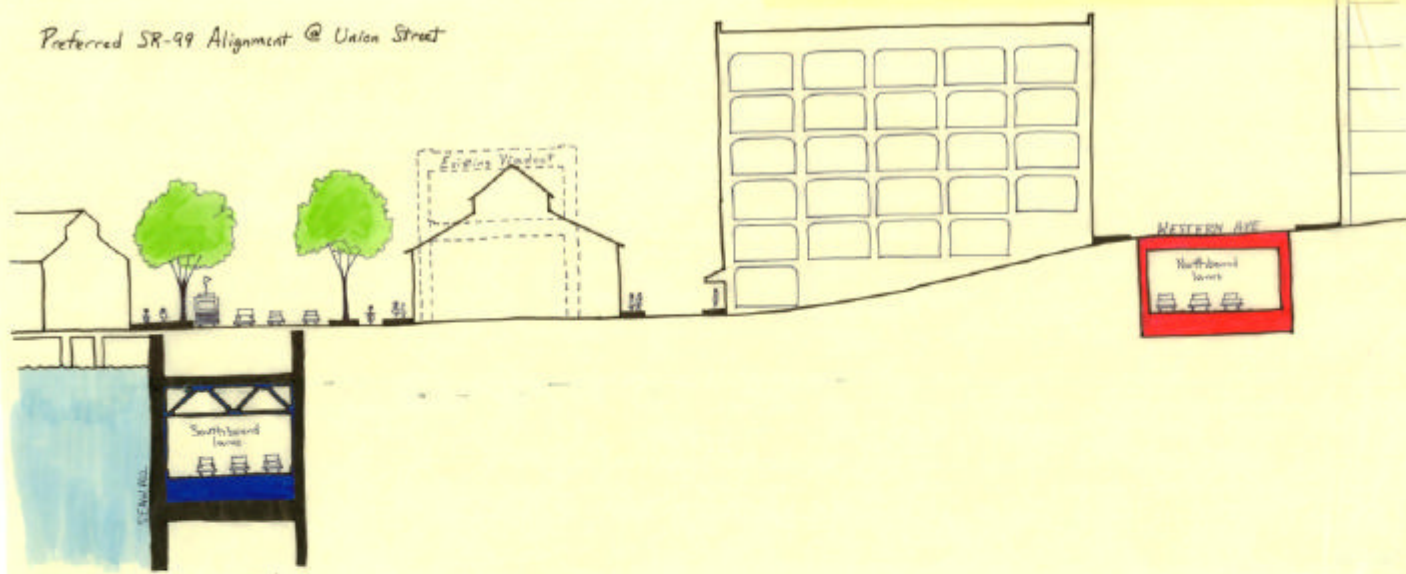
Remove The Barrier

Split and Tunnel Highway 99

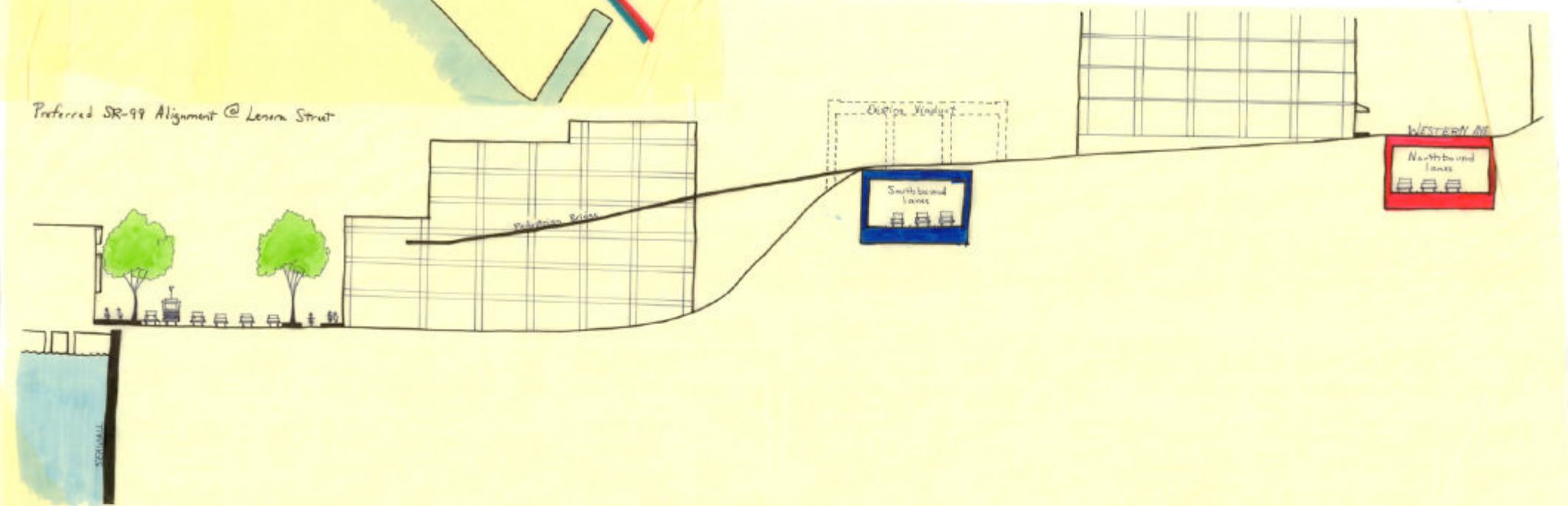
MAKERS' SR-99 Preferred Alignment



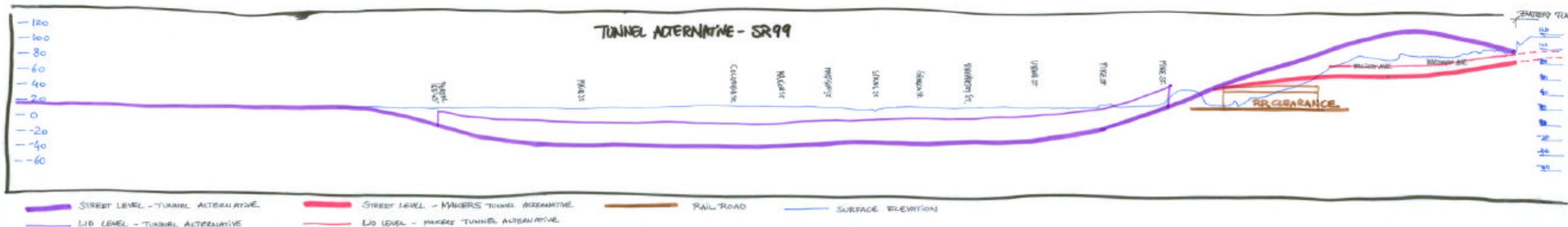
Preferred SR-99 Alignment @ Union Street




Preferred SR-99 Alignment @ Lenora Street



TUNNEL ALTERNATIVE - SR99



They took the old ghost's words to heart, and began their journey. It wasn't easy—and it wasn't quick—but over time things began to happen, until . .



Wow, Grandma and Grandpa, this place is really neat! Lots of parks and keen stuff! Can we go watch the guys working on the boats now? And I want to ride on that steamship. Did you see the starfish and stuff on the beach?

You know, Jimmy, Jr., we brought your dad here when he was a little boy. Then a big street on stilts called a viaduct was here instead of this.

A street on stilts? That must have been really cool!